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Welcome to PFC!

At the time of writing I've just got back from Autosport. It's always a great way to kick off a new year, by seeing what delights the motorsport and after market industry has on offer. I caught up with some old mates and things are looking good for the rest of 2016 – especially with the news that Renault are back in F1.

With freezing temperatures and gloomy evenings it's hard to get motivated, but before you know it, the show and race season will be upon us. So now's the time to get stuck into those

rebuilt, ready for the better weather. From a little tidy up, to a full on engine swap; the garages and driveways of French car enthusiasts all over the country will be busy. The target for many is, of course, the French Car Show on 4-5 June at Castle Combe. With a full weekend ticket for just £40, including camping, now's the time to book. Head to www.frenchcarshow.co.uk

Davy
Editor

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We want your car!

PFC is on the hunt for quality feature cars. So if yours has got what it takes, we want to hear from you. Email pics and a brief spec to davy@performancefrenchcars.co.uk and if it hits the spot, you could get your car in the mag.

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Mission Statement

PFC is all about celebrating fast and fun French cars. Whether you're looking to play around with your first insurance friendly ride, want to make your hot hatch faster on track, or simply need more power from your daily road car, then you'll find everything you need right here! From inspirational feature cars, to easy to read tech guides that tell you what you need to know, we aim to cut through the b***** to give you the advice you need. Simple as that.



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OPENING SHOTS





Peugeot 208 T16 Pikes Peak



Renault back in F1!

Exciting news for Renaultsport fans...

Renault will return to F1 in 2016 as a full works team, the first time they've done so since 2010. They will take over the Lotus team. Renault said, "As the pinnacle of motor sport, Formula One demands technological and operational excellence. The championship serves as a showcase for the technological

expertise that Renault dials into its products for the benefit of its customers." With Jolyon Palmer and Pastor Maldonado driving, it should make for an exciting start to the season. Let's hope for the success that was achieved in 2005-2006 with Alonso at the wheel of a Renault.

WE WANT YOUR VIEWS!

PFC is your magazine so we want to ensure that it's filled with the kind of content you really want. So tell us what you think. Do you want to see more retro and oldschool feature cars? Should there be more how-tos and tech guides? Would you like to see more trackday and motorsport coverage? What do you think about styling and stance? Email your comments and suggestions to davy@performancefrenchcars.co.uk

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PFC NEWS IN BRIEF



FCS TICKETS ON SALE

The hottest event of the summer, FCS 2016 4-5 June, is set to be another cracker. So now's the time to plan your trip to the biggest and best French car event around. Once again we're offering single day and weekend deals – both of which include extras for an ultra reasonable price. Choose from Saturday only at £20, or book for the weekend, including camping for £40. Castle Combe is a fast, exciting circuit with great facilities and a real family feel to it. And with on site camping it's the ideal place to join your mates or club to chill out over a barbeque and a few beers. Head to www.frenchcarshow.co.uk to book now.



SAXO WINS TIME ATTACK

Time Attack may be associated with big power Japanese cars, but there are lots of classes, including the under 1750cc Pocket Rocket class. Last year, Stewart Summers took the win in his well prepared Saxo, which is packing 244bhp from its supercharged Tu5j4 engine. With BE box, Leda suspension and lots more, Stewart plans to take it closer to 300bhp for 2016 as he aims to retain the title in the Alive Tuning sponsored car.



Renaultsport centres announced

Renault create special RS performance dealers

Renaultsport are renowned for producing some of the most exciting drivers' cars around. But, to buy one you had to go to a regular dealer; there was no special RS department – until now!

The new RS centres will be dedicated to the hot models. Staff will have all the information you need and be fully

trained in these flagship products. Plus there will be RS models available for test drives. For anyone lucky enough to be purchasing a brand new, or indeed used RS Renault, it should make the experience more rewarding. With 26 RS dealers across the UK, there's sure to be one ideally placed for you.



Peugeot win the Dakar Rally!

The monstrous 2008 DKR takes the podium for Peugeot

Peugeot has won the Dakar Rally for the first time in 26 years. This marks the fifth time Peugeot has won the illustrious rally. The duo of Stéphane Peterhansel and Jean-Paul Cottret in the number 302 PEUGEOT 2008 DKR called upon all of their experience to seal another win at the finish ramp in Rosario. This is not only their sixth win together, but the 12th win in total for Peterhansel – a six-time Dakar motorbike winner – 25 years after his debut triumph. The Frenchman has further extended his winning record and ensured that his status as 'Mr Dakar' is

beyond doubt. With a 9500-kilometre route in two weeks through Argentina and Bolivia, taking in extremes of weather and altitudes that peaked at 4800 metres, Team Peugeot Total took on a fearsome challenge with one of the most accomplished line-ups ever seen in Dakar history. With 17 Dakar victories between them, the crews of Stéphane Peterhansel/Jean-Paul Cottret, Carlos Sainz/Lucas Cruz and Cyril Despres/David Castera were joined by nine-time world rally champions Sébastien Loeb and Daniel Elena, making their debut on the event.

Fierce five

Last issue's R5 GT Turbo cover car was amazing. I've been fan of these simple, but fun Renaults since they first came out, and to see one taken to such an extreme state of tune made me very happy. Please can you keep us updated on what times the owner, Robbie, gets at Santa Pod.

Stephen, via email

Couldn't agree more, Stephen. Robbie's R5 is a monster and we love seeing these things tuned up. We'll report back when he does his first run of 2016. In the meantime, check out the club feature on the RTOC in the mag.

Got something to say? Then we want to hear it! Email your comments to davy@performancefrenchcars.co.uk



No projects?

What ever happened to the PFC projects? I like to see some of the builds that people are doing – some proper driveway stuff, as well as the big money tuners. I think you guys should have your own project, too. Then you could get it on track at FCS.

Mike, via email

We stopped running Projects as it was hard work getting submissions from people. But it's something we'd like to get back in the mag. As for our own car, well after visiting K-Tec recently, we have begun to want a Megane R26 again...

Trophy winner

Have to say, I was all fired up to disagree with your verdict on the new Clio 220 Trophy – until I took one for a test drive. Well, what can I say? Compared with the regular Clio 4 RS, it is like night and day. As you say, it's faster, more fun and now fully deserving on the RS badge. Good work Renault – now, when are you making an R version?!

Sam, via email



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OMEX THROTTLE BODIES FOR TU5-JP4 ENGINES

Omex has just released its new "Direct to Head" throttle bodies for the The Citroen/Peugeot TU5-JP4 16V 1600cc engine, as used in the Citroen C2. The direct to head bodies provide the best possible fit on a standard C2 car when used with the recommended 40mm length airhorns (available extra); various lengths are also available as options. The throttle bodies have a 42mm butterfly and taper from the 45mm diameter airhorns all the way to the head flange. The injectors are on top of the bodies and the linkage can be fitted either on top or underneath the body. The large capacity Teflon coated fuel rail can be fitted with several different styles of end depending on the application.
PRICE: From £792
FROM: www.omextechnology.com

MOMO WIN PRO 'WINTER SEASON' ALLOY RIMS

In Germany as well as some other countries it's a legal requirement to fit winter tyres – and it's not a bad idea for our fickle climate either! Now you can also have style all through the winter too because Momo has released a range of alloy wheels specially designed for the winter season. The MOMO Win Pro features a classic 5 spoke design with broad spokes, wide spaces and a slightly dished centre section for easy cleaning and to help car wash brushes reach as much of the wheel as possible. The Win Pro is available in durable Matt Black or Gloss Silver finishes from 14in to 17in and 4 or 5 stud fitment. The Win-Pro is Run-Flat and TPMS compatible in selected sizes.
PRICE: £118.99 for 6x15in to £150 for 7x17in
FROM: www.momo-uk.co.uk

DEI ONYX SERIES BLACK TURBO SHIELD

This turbo shield will help maintain consistent temperature in the turbo to maximise efficiency and minimise turbo lag. The ONYX Series Shield is available for the GT22 (part #010161) or the GT25 (part #010163), or as a kit: GT22 Kit (part #010162) or GT25 (part #010164). The kit includes the black turbo shield made of premium heat resistant textiles and newly designed stainless steel attachment points, a 2x15in (approx. 5x38cms) premium roll of DEI black exhaust wrap, two stainless steel locking ties, and a roll of stainless steel locking wire.
PRICE: TBC
FROM: www.designengineering.com/storelocator/international-dealers

B-G RACING STEERING WHEEL QUICK RELEASE

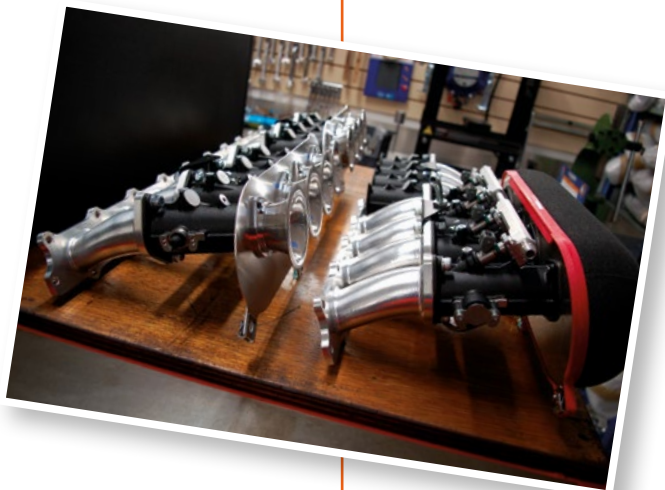
The B-G Racing Quick Release system allows for quick and easy removal of the steering wheel from the column, making it much easier to get in and out of any race car (and makes an excellent anti-theft device when the vehicle is left unattended). A master spline positioned dead centre allows the use of the steering wheel as a reference point, ensuring perfect realignment every time. This B-G Racing Quick Release system is manufactured from high quality aircraft grade aluminium with a hard anodised inner splined hub for durability.
PRICE £89.99
FROM: www.bg-racing.co.uk



GAZ ADJUSTABLE TOP MOUNTS FOR PEUGEOT 205

GAZ is now offering eccentric alloy top mounts to firm up the suspension struts' location points on Peugeot 205 and Talbot Sunbeam competition and trackday cars. The alloy mounts also provide the opportunity to adjust the camber on these cars by rotating the plate around the mounting bolts using the multiple bolt holes provided. These CNC machined alloy billet top mounts come complete with a ready fitted centre bearing and spacer plate. Either "Peugeot 205" or "Talbot Sunbeam" is embossed, as appropriate, on the top mounts. GAZ top mounts are ideal for racing and dedicated track day cars but would probably be too harsh for cars used daily on the road.

PRICE: £144 per pair
FROM: www.gazshocks.com



PURE MOTORSPORT ITB KITS FOR CLIO 172/182

This bolt on conversion for the Clio 172/182 has been tested and developed by the Pure Motorsport team. It features a billet aluminium inlet manifold with matched port angle for a perfect continuous radius all the way up the manifold. The kits are designed for motorsport use and have been dyno proven to produce almost 200bhp from an otherwise stock engine.

PRICE: £1465
FROM: www.pure-motorsport.co.uk

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BILSTEIN's Group N damper package helps to significantly enhance the dynamic abilities of the 206. Using the very latest in BILSTEIN gas pressure technology and inverted monotube construction, each unit is hand finished in BILSTEIN's German factory to surpass even the most stringent of OEM production standards. Using rose-joints rather than the traditional bushes, these parts will take a battering on any rally stage. The monotube BILSTEIN dampers in this kit draw heavily from the firm's motorsport heritage which extends to manufacturer-team level for most marques. They are vastly superior to twin-tube designs and will handle heat and repeated oscillations far more easily. Offering significantly greater service life than the standard part, the BILSTEIN Group N dampers also increase active safety through more efficient braking, better traction and improved handling.

PRICE: From £187 each
FROM: www.bilstein.de or call BILSTEIN UK on 0116 247 8930



POWERFLEX ANTI ROLL BAR BUSHES FOR 106, 205 AND 309, CITROEN AX AND SAXO

Changing antiroll bar bushes from the original rubber to harder polyurethane makes quite an improvement to the way a vehicle handles and Powerflex has just added four new anti roll bar bushes for the Peugeot 106, Citroen AX and Saxo, and also two new part numbers and updated part design for the Peugeot 205 and 309. For vehicles used in motorsport or predominately on track, these new bushes are available in the Powerflex Black Series range, manufactured using our 95 Shore, a compound that boasts 25% increased stiffness.

PRICE: From £30 each
FROM: www.powerflex.co.uk or call 01895 460033.



FORGE CLIO 200RS CARBON INTAKE

The newest addition to Forge's carbon fibre intake range is this offering for the latest Renault Clio 200RS. By reusing the OEM cold air feed, and coupling it to a cone filter inside a sealed carbon fibre airbox, Forge has been able to create the ultimate airbox that looks as well as it performs, when coupled with Forge's intercooler, the R&D team recorded saw gains of 19bhp. It bolts directly in place of the OEM filter housing and comes complete with a silicon inlet hose, available in a choice of colours, to finish the installation.

PRICE: TBC
FROM: www.forgemotorsport.co.uk



R5 ALPINE MODEL

This is a quality model of the Renault 5 Alpine as driven to second place in the 1979 Tour de Corse by the legend that is, Jean Ragnotti. A beautiful Ottomobile 1:18 scale model supplied by Racing Models in the correct Gitanes livery.

PRICE: £82
FROM: www.racingmodels.com





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Q&A

We interview the big players in the performance French tuning scene to find out what they do, and what's new...

We catch up with Richard Good, head of KW Automotive UK...



Tell us a bit about what you do at KW...

I have been heading up the UK Subsidiary now for more than ten years. I work very closely with my team and like to have an input in all departments, from sales and marketing, through to our new shock building facility and everything in between.

How long does it take to develop a performance suspension set up for a new car?

This really depends on the car and the type of product as our programme is quite intense. It could be anything from a simple spring kit, through to our electronic DDC kit, so anywhere between 2-10 weeks in the R&D stage then up to another four weeks for final line products.

Tell us about your most popular product(s)...

I think our Variant 3 and Clubsport products are still popular with our customers. They're unique and technically focused products, and we have a very big following for them.

Having said that, I think our electronic products will be a fast follower.

What new products/applications do you have in the pipeline?

We are always developing new applications. We will launch a new spacer design in 2016 and will be working on more plug and play applications in 2016.

Your test driver, Marc Kemp, ran a tuned Megane 250 on KW Clubsport kit, what made you get involved with one of these?

It's quite simple; it's easy to make a Porsche go round a track faster, but to take something from Renault's range is way more challenging, right? And it shows the best of our product

Tell us a bit about your Clubsport range...

The Clubsport range is for the more technically focused customer who attends track days on the weekend with his daily driver or weekend track car. Clubsport kits are put together to allow customers to run with a bit less weight and a track day wheel and tyre package. Clubsport kits have top mounts and, in most cases, allow for camber

adjustment, independent bump and rebound adjustment, plus a race spring package.

You always have a strong presence at shows; what do you think of the UK show scene?

The shows are an important part of our business and there are a lot of benefits to showing our product close up, in person. But for me personally, it's the chance to catch up with our customers, get feedback on our products, and help customers with some special projects they may be working on, to find a solution for their needs.

Talk us through your average day...

Well average is not easy as this does not happen! All days are different and challenging and at the same time rewarding, but on days when I go into the office I can be seen walking in with a cuppa in hand as I don't live too far away. On days when all departments are busy I like to check in and see what everyone is up to before I make my way into my office and get glued to my chair and start my computer for the day. I really enjoy meetings with my team to talk through new projects; this is for me very exciting and rewarding.

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BACK SEAT DRIVER

This innocent looking 172 is packing a turbo charged 2.0 engine where the rear seats should be; we went to see it on track to find out more...

If you wanted a turbocharged, mid-engine car to do trackdays in, what would make you pick a RenaultSport Clio 172 as the starting point for your project? Well, in this case, a big part of the decision was just because it was what the owner already had. Although it's only relatively recently been up and running in this particular spec, Stephen Riddle has owned this Clio for about a decade now (and it's gone through quite a few changes in that time), with this latest spec being the most dramatic.

This Clio's first big evolution was actually

into a Turbo-powered disco on wheels, rammed full of stereo gear – back when that was all the rage. He then started doing local drag race events with Dan Potter (now owner of Renault Specialists, SJM Automotive and still a good friend) and decided that the audio needed to go in order to lose some weight.

After removing the stereo and seeing the benefits it made, it was then time to look for even more weigh savings. So everything else was stripped out too; all the sound deadening plus any excess brackets, along with the rear seats. The front seats were replaced >>







» with lighter ones, which had a really positive effect. His drag times were down to 13.4 seconds for the quarter-mile, even though he was only running very modest boost on the original BB Tuning conversion, which gave around 0.6 Bar and approximately 230bhp.

As is often the case with trying to get a French hot hatch down the strip, the bit letting the side down was the lack of traction off the line.

Stephen, like most people into Clios, was obviously well aware of the V6 mid-engined monster that Renault created from the Clio, and decided that was something he could do too. By trade Stephen is a fabricator and welder, so it was a case of "because I can" and the idea went from idle daydream to starting to form a plan.

Around this time Dan had a big smash in his Clio, so Stephen asked what he was doing with the remains. Dan told him if there were any bits he wanted then to help himself, but he was more than a little surprised to come home and find the front half of the shell missing completely.

Once Stephen got the front back to his workshop, he trimmed it right down to just the bare minimum of metalwork that was required to hold the engine and suspension in place.

However, his top tip for anyone who plans to do a similar project would be to leave more of the inner arches still in tact than he did for this build, as it would have made the final fabrication

simpler with them still in place, rather than having to create them from scratch.

Once the measurements had been taken and the front was tack welded into the back, it was a case of offering up the engine and suspension to check the fitment in terms of where the engine sat. But even more importantly, the position of the wheels in terms of getting the correct location within the arch both height wise and in terms of wheelbase.

Once everything was confirmed as being where it should be, it was a matter of welding everything into place permanently to create

the shell from which the project could be built.

At that stage it looked like the project was nearly finished – it was on its wheels and had an engine and gearbox so looked like it was almost complete, but in reality, it was only just beginning! It turned out that physically bolting the engine into the back is far less work than everything else involved to properly getting it running there.

Jobs that needed doing now included the wiring, all the water pipework, a custom exhaust, fitting a petrol tank in the front of the car and sorting the gear linkage and clutch. Many of these jobs ended up having to be





Engine makes 286bhp

revisited more than once, too as you only realise once you have done each thing that it effects something else, and then you have to alter it or redo it differently to avoid two things needing to occupy the same space.

Fortunately, for the gear linkage, the Clio gearbox has the linkage right underneath it so it was relatively straight forward to remove the linkage and turn it 180 degrees so it faced forwards instead of backwards like normal. With the control rod then coming forwards it meant a bit of grinding the box for clearance, but luckily there was enough excess metal on it to get away with it, without grinding a hole right through the box casing and causing a leak, which was the big concern. Then the rod was connected up and extended and brought forward to meet the B&M uprated shifter in its original position in the car.

For the clutch, a V6 pedal box was sourced and then the clutch converted at the box end to hydraulic, via the use of a Wilwood external slave cylinder that pulls on the original clutch operating arm on the gearbox.

This slave cylinder is mounted to a bracket, welded onto the rear gearbox mounting bracket, to ensure that the two stay the correct distance apart, even as the engine moves about under load. It is a simple and neat solution that means that if a new gearbox is required (which it is likely to be quite often with this much power and grip) there is no modification needed to the new box itself (other than the bit of grinding) and then it



Fuel filler



Exhaust doesn't have far to travel



“It’s already very quick and an entertaining handful”



» would bolt straight in just like a normal Clio. Initially the engine was fired up running on an extended version of the original loom, but this was troublesome and it quickly became apparent that to really exploit the performance potential of the new layout, it should be going onto aftermarket management instead.

The engine itself has also been uprated. It features forged pistons and steel rods, and it runs a Jenvey inlet manifold and plenum, and on the exhaust side there’s a custom tubular exhaust manifold for a Garrett GT2871 turbo.

At this point Stephen decided that discretion was the better part of valour and subcontracted the work out to a Renault specialist to do that work and some other bits and pieces for him. Sadly this turned out to be a bad decision and delays, false promises and inadequate quality of work put the project back.

Stepping in to save the day was Stephen’s old mate Dan Potter from SJM automotive. The car was transferred to him from the other company and he finally got the car into a condition where it could pass an MoT at last and be used on the road.

Next it went to Scoff at EFI to do the aftermarket engine wiring and to map the engine on the new Adaptronic ECU; he also wired in the Race Technology Dash2 so that the ECU could publish data to it.

As well as the Dash2, Stephen runs additional gauges for wideband lambda monitoring and to show boost. These are both functions that the Dash2 is capable of but he felt that the screen would end up

too busy with everything on it, so opted to have these important functions separate and just rely on the dash for everything else. The dash even does indicators and things like lights on and high beam lights, which kept the road legal requirements for instrumentation really neat.

It still needs to go back to Scoff again to wire in the fuel sender from the tank as there wasn’t enough time when he had the car last time. So, for now, Stephen has to make sure he remembers to fill up often, as the tank is only 28 litres and it doesn’t take long to run out with 287bhp and 250lb/ft to

supply the fuel for! But, as big projects go that’s a pretty small teething issue really.

Alongside the Adaptronic, which runs the majority of the engine and the dash, the original ECU is retained for the electronic throttle control and the immobiliser etc.

For cooling the engine, instead of an intercooler (due to lack of airflow near to the engine itself now it’s mounted so far from the frontal area of the car) Stephen has opted for a PWR charge cooler with a front mounted cooling radiator and electric pump to keep the chargecooler fed with cool water.

The brakes on the car have been upgraded





on the back to run Hi-Spec 4-pots and the plans are to upgrade the front ones at some point to match. This theme of having shared components from the two front ends is repeated for other things as well; it runs front suspension at both ends, which also means that it runs two Pure Motorsport front strut braces, one for the front and one for the back.

Inside the car, Stephen has updated it by fitting Clio 197 Recaro seats, which he has mounted by cutting out all the old seat mounting hardware and custom fabricating his own. As well as looking fantastic, these seats are both comfy on the road and hold

you well on track, a great way to keep the car's "fast road" feel. Keeping the interior neat and tidy and stopping you feel like you are sat in the engine bay is a set of original V6 engine cover and side panels neatly encasing the rear mounted engine and gearbox.

So what's next for the car after this current evolution? Well firstly Stephen is starting again with the engine build as he wants to build a fresh forged engine for it himself now he has learned so much more than when this project started.

Then the main plan is just to get out and use it plenty after so long in the making. It





» did track time at OrigineRS at Goodwood and again at The CSOC Weekender at Blyton Park and Stephen has now really got a taste for getting it out on track as much as he can.

Prior to getting it out on track and in use properly he was planning loads of power upgrades at the same time as the next engine build, but he has realised they really aren't needed yet. It's already very quick as well as being an entertaining handful to drive, so more seat time is the key to getting quicker rather than more power.

Later on, when he does feel that the time is right for more power, it should only be a turbo change and a remap away anyway, as the new forged build will be capable of making far more power than it does currently. The only other dramatic change that is planned

for some point is to get rid of the Clio front subframe used in the conversion and custom fabricate a more slim line, a lighter tubular set up that will allow better access to the engine, and by including custom arms, allow more tweaking of the suspension geometry as well.

Stephen is an area rep for the Clio Sport Owners Club and a frequent poster on their facebook group, so if you have any questions about the car or want to see its progress, then look for the group on facebook and we're sure he will be happy to explain anything else you want to know about the car or how he did the conversion. ■

TECH SPEC

Engine:

Forged pistons and conrods, Davies Craig water pump, Adaptronic ECU (efi parts), custom boost piping, GT2871 turbocharger, Jenvey turbo plenum and throttle bodies, Syntec fuel pump & filter, Facet lifter fuel pump, Avt/pwr chargecooler with twin rads, turbo water cooler, custom exhaust, custom gear linkage mapped by Scoff at efi parts 286.6bhp / 249lb/ft

Transmission

Helix paddle clutch, hydraulic clutch conversion, V6 Clio pedal box, B&M short shifter with custom extension

Suspension

Front & rear coilovers (both front fitment), rear fitted with 172 front hubs, Pure Motorsport (PMS) strut braces front and rear, PMS top strut bearings front and rear

Wheels and brakes

Hi-spec rear brakes, uprated discs and pads on front brakes, Speedline Turini 16in alloy wheels

Interior

Race technology dash2 (efi parts), Aem wideband gauge (efi parts), Aem boost gauge, Clio V6 engine covers Recaro sportster seats taken from Clio 197

Bodyshell:

172 RenaultSport Clio shell, 172 rear engine conversion, solid engine mounts, custom fuel alloy fuel tank, custom storage in front bay for tools & cleaning/ break down etc, Ace Motorsport plastics rear side windows with Revotec inlets

Thanks

Dan @ SJM and Scoff @ EFI



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TROPHY CHASER

With a potent 320bhp and plenty of 275 Trophy-R inspired upgrades, this RS 250 packs a hell of a punch...

Renaultsport has always been good at building exciting special editions. While other manufacturers are content to slap on a few stickers and bits of trim and call it a "special edition" Renaultsport go for it. More often than not,

it's the Trophy editions that really stand out.

From the stunningly capable Clio 182, complete with remote reservoir Ohlins suspension and pin-sharp handling, to the more recent Megane 275 Trophy (possibly the most complete performance road car they've ever made), the Trophy >>



 **K-TEC RACING**



“The hybrid turbo transformed it; it pulls and pulls and doesn’t stop”



» name means it'll be a good 'un.

Perhaps the king of the Trophy editions is the Megane 275 Trophy-R. This stripped out, track focused beast broke the Nürburgring lap record (again) and is one of the finest drivers' cars you'll ever encounter. Super-sharp steering, accomplished chassis, powerful engine with genuinely usable powerband and a spec list of high end performance goodies that would make any tuning fan go weak at the knees. However, these things are rare (just 30 produced for the UK). They're also expensive, with optioned cars getting close to £40k. If that sounds a bit unrealistic for most of you, then check out this RS 250...

Owned by Floyd Holliehead, this tasty white Megane looks, to all intents and purposes, like a Trophy-R. It wears the same bright red alloys, features a black roof, plus a nice pair of buckets in the front. Look closer though and you'll notice the front end if from an older phase of Megane. That's because it's an RS 250. But with a full range of K-Tec Racing upgrades and the small matter of 320bhp and

380lb/ft, it's faster than a stock Trophy-R.

"I bought the car back in 2014," says Floyd. "Shaun from K-Tec came over to the dealer I worked at in their RS 250 demo car and I fell in love with it after a ride." Working at a Renault specialist, he was able to source a mint RS 250, which he managed to drive for a whole week before he began tuning it.

First came a K-Tec exhaust system, complete with de-cat and 3in downpipe. This freed up some decent power from the 2.0 turbo. Next came a K-Tec induction kit – the first one to be fitted – before a larger K-Tec front mount intercooler was added to keep the charge temps down. With all of this tasty hardware fitted, Floyd used the car as his daily and totally fell in love with it. But he felt there was more to come.

The next step was to fit a hybrid turbo. As a master tech with over 23 years' experience at Renault main dealers, Floyd did all of the work himself to a very high standard. In fact it was this skill and attention to details that helped land him his current job at



K-TEC RACING



2.0 engine
now makes
320bhp



Centre exit KTR system sounds great

» K-Tec Racing. Phoenix Automotive's Andy C mapped it for him and a good session on the dyno resulted in the 320bhp and more importantly, 380lb/ft of torque.

"The hybrid transformed it," says Floyd, "it pulls and pulls and doesn't stop." With a proper mechanical LSD fitted, getting the power down isn't an issue – unless it's wet, then it'll spin the wheels in third gear.

With the engine taken care of, the rest of this tidy RS was given some love.

As a daily driven car, Floyd decided to go for some high end coilovers from KW. The Variant 3s are known for being compliant on

the road, but offer the facility to firm them up for track. Having gone for a blast in the car, I can confirm that it has a nice firm ride, but it's no uncomfortable. With uprated ARBs and Powerflex bushes, the chassis feels incredibly taught, which adds to the pin sharp handling.

The immense grip is certainly helped by the sticky Pilot Sport 3 rubber. Wrapped around genuine Trophy-R alloys, they help to get that 320bhp down cleanly, although Floyd admits they wear pretty fast. It's these bright red rims that really add some zing to the white Megane and is the main reason people assume it's the super-rare Trophy-R (from the back end



Recaro seats and harnesses





“A forged engine and big turbo are being considered...”



» at least). Not that Floyd has set out to make a replica, it's all been done his own way.

Inside, you'll find a set of leather Recaros from another RS 250, plus a very neat K-Tec harness bar complete with harnesses. The regular three-point belts have been left in for easy of use. With a 265 steering wheel, and other bits of trim with the much nicer gloss black finish, the inside looks fresh.

Aside from the red wheels, the outside features some subtle tweaks. The roof and lower front splitter are gloss black and there are a black door handles and of course KTR graphics.

So what's next for this hot Megane?

Well, for starters there's a rear cage to go

in. The K-Tec unit bolts to the existing seat mount points, so it's easy to remove when required. Of course more power is always an option, so a forged engine and big turbo are being considered. The beauty of working at K-Tec is that Floyd gets to see the latest performance parts first and with such a well rounded car, it makes sense to use it to test the new gear. That way, the guys know first hand how their products perform.

I can honestly say, having driven a genuine Trophy R that this isn't far off as good, plus it's got more power. When you consider a used RS 250 starts at around £8k, you could build your own Trophy-R chaser for less than half the price of the rear thing. ■



TECH SPEC

Engine

2.0 turbo, KTR exhaust including de-cat and 3in downpipe, KTR front mount intercooler, KTR induction kit, hybrid turbo, mapped by Andy C, Forge dump valve

Power

320bhp and 380lb/ft

Transmission

6-speed manual, uprated clutch

Brakes

Performance Friction pads

Suspension

KW Variant 3 coilovers, uprated ARBs, Powerflex bushes

Wheels and Tyres

Trophy-R 19in alloys, Michelin Pilot Supersport tyres

Inside

Leather Recaros, later spec gloss black trim, late spec steering wheel, harness bar

Exterior

Gloss black roof and front splitter, black door handles, KTR graphics

Thanks/Contacts

Everyone at K-Tec Racing www.k-tecracing.com

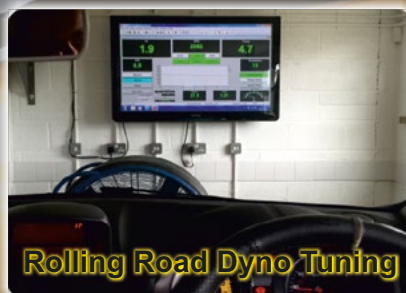




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Hillclimbing and sprints are two of the most exciting motorsports out there and Pure Motorsport's Clio is one of the best cars on the UK circuit...

PURE ADRENALIN





There's something about hillclimbing and sprinting that always excites me. I think it's due to the fact it was one of the first motorsports I was exposed to as a lad at Prescott Hillclimb. Watching all manner of weird and wonderful machines tackle a tight, twisting and often steep course always gave me a thrill. Best of all you could get very close to the action; from chatting to the teams in the pits, to spectating on a hairpin as you watched drivers chuck their cars round it – often with the aid of the handbrake.

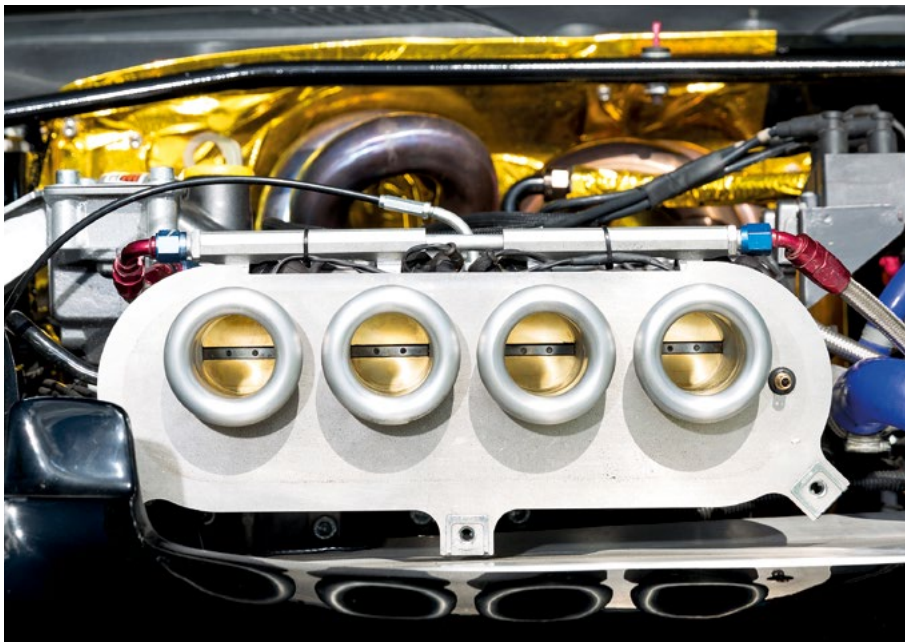
One of the great things about hillclimbing and sprinting is that you don't need a mega bucks race car. You can compete in pretty much anything – from a stock road car, to an ex-1970s F1 car. But a lot of people tend to run hot hatches. They make sense as they're cheap to buy, easy to tune and can provide a huge amount of fun. Unsurprisingly, French metal is well represented with lots of Pug 205s, 106s and 306s, Citroen Saxos and C2s, plus of course the ubiquitous Renault Clio. Some are lightly tuned with just the basics uprated, while others are turned into full on sprint monsters – like this Clio 172.

Built by Pure Motorsport to showcase what they can do (pretty much everything on the car can be bought on their website) this moody black Clio has been very successful. Over the last two years in ASWMC Speed Championship, it has been driven to first place in 12 events and taken two second places. With competition fierce, this little Renault clearly has the

edge – but what makes it so successful?

For starters it weighs in at a svelte 825kg with fluids. With a road going Clio coming in at over 200kg more, that makes for a serious gain in performance. The key to any competent race car is a good power to weight ratio – the lighter the car, the less mass there is to shove along and indeed stop. But it's in the corners that the lower weight really comes into its own. Even if you've driven well set up road cars that you think you can chuck into a corner; try it with







Clio mission control

» a fully set up competition car and you'll be blown away by how agile it is and how fast you can corner. With pin sharp steering, low mass and super-stiff suspension (plus strong brakes) you really can hammer into turns at a ridiculous speed, then stamp on the brakes as late as you dare, before turning in and letting the car slingshot you round the turn, before getting back on the power.

A great chassis is essential, so Pure have worked hard to develop a strong set up for the Clio. It features an adjustable wide track front set up using Laguna uprights and Bilstein Race Cup dampers.

The wider track gives it more stability and allows the driver to get the power down cleanly. To accommodate this, a Clio V6 front bumper and wings were added – made from GRP of course, to keep it light. To dial in the perfect geometry for the chassis, the solid top mounts feature an adjustable strut top kit, which allows the castor to be tweaked – essential for getting the steering to feel just right.

AST dampers bring up the rear along with strengthened sub frames front and back.

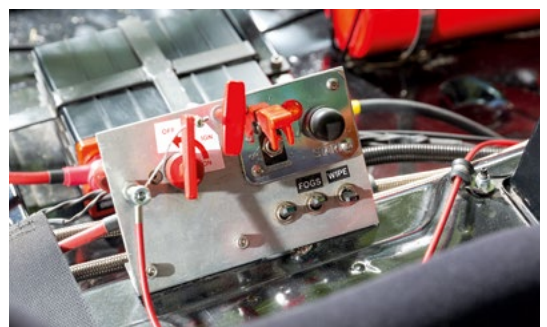
The front wheels are 8.25x15in while the rears are 8x15in. Why wider fronts

you may ask? Well, it's a simple case of quelling understeer. Wider front wheels grip more, which means reduced understeer and the back end comes into play. It's a common trick with front-wheel sprint cars – and makes sense when you think about it – we fit wider wheels and tyres on the back of rear-wheel drive cars.

The Clio runs slicks for maximum grip during competition. But there's also a plate type LSD to deliver maximum grip when the going gets slippery. It would be far too harsh and unforgiving on the road, but for a frenzied blast up a hill, it's just the job.

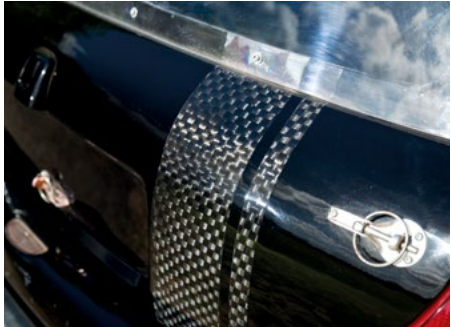


Just the essential gauges





Carbon doors are super-light



“You really can hammer into turns at ridiculous speed”





When it came to the engine, Pure have pushed the F4R as far as they can using naturally aspirated tuning. The 2060cc lump now revs to 8,000rpm and features custom fabricated inlet manifold with 8 injectors, plus a 4-2-1 racing exhaust manifold with custom made 2.5in side exit exhaust system. A DTA S60 ECU runs the show and the engine makes a very potent 257bhp and 188lb/ft. Bear in mind this thing revs very freely and will be thrashed hard to eke out every last ounce of performance.

To get the power down, a twin plate 7.25in race clutch with TTV flywheel does the job. Again, this is an on-off affair that would be hell on the road, but for

full bore launches and to allow fast gear changes for the Sadev dog engagement gearkit, it's the perfect tool for the job.

The great thing about this Clio is that it demonstrates exactly what Pure Motorsport's components can do. The guys have put their money where their mouth is by creating a winning car. Best of all, you can go out and buy most parts from them safe in the knowledge that they have been tried and tested under very extreme conditions. Don't know about you, but it's made me want to have a go at hillclimbing and sprints this summer.

Check out Pure Motorsport to see what they can do for you. ■



TECH SPEC

Engine:

N/A F4R 2060cc base engine, custom made longer con rods, custom made two ring slipper pistons, big valve head with 6mm (std 5.5mm) valve stems, solid cam lifter kit, Cat cams, custom fabricated inlet manifold with 8 injectors, 4-2-1 racing exhaust manifold with custom made 2.5in side exit exhaust system, DTA S60 ECU, 257bhp 188lb/ft 8000rpm rev limit

Gearbox:

Twin plate 7.25in race clutch with TTV flywheel, Sadev dog engagement gearkit and plate type LSD in strengthened JC-5 casing, Sadev lengthened drive-shafts, Racing Precision gear linkage kit

Chassis:

Adjustable wide track front wishbone kit with stiffened front subframe using Laguna uprights and Bilstein cup race car dampers, adjustable caster strut top kit with solid top mounts and strut brace, 8.25x15in front wheels with 8.7in Avon Hillclimb slicks, no front ARB, rear beam with stiffening kit, bearing kit and larger rear wheel bearing kit fitted, AST rear dampers, 8x15in rear wheels with 7.5in Avon Hillclimb slicks

Exterior:

Clio 172 PH1 shell fitted with lightweight OMP chromoly 10 point cage, carbon boot

GRP doors, Lexan windows, GRP V6 front wings and bumper, PH1 aluminium bonnet, removable front splitter, flat floor and rear diffuser, custom made fuel tank to fit under the rear diffuser, 825kg with fluids but no driver

Interior

Race seat, harnesses, gauges, fire extinguisher and not a lot else!

Thanks/contacts

Pure Motorsport

www.pure-motorsport.co.uk



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This tightly controlled one-make formula uses the Clio 182 Cup as its base car, and offers a huge amount of modern hot hatch fun at sensible costs. Compliant cars can be built from scratch for as little as £5000.

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The 750 Motor Club also caters for modified cars within Hot Hatch and Roadsports, as well formulae such as the Super Cooper Cup. For more information, regulations and racecar classifieds, see www.750mc.co.uk



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A longstanding championship at the forefront of UK club motorsport, Stock Hatch uses hatchbacks sold in the UK with up to a 1.6-litre 8V, or 1.4-litre 16V engine in standard form; a class where Saxo and 106 derivatives prove to be popular. Ready to race secondhand cars are available from under £3000.

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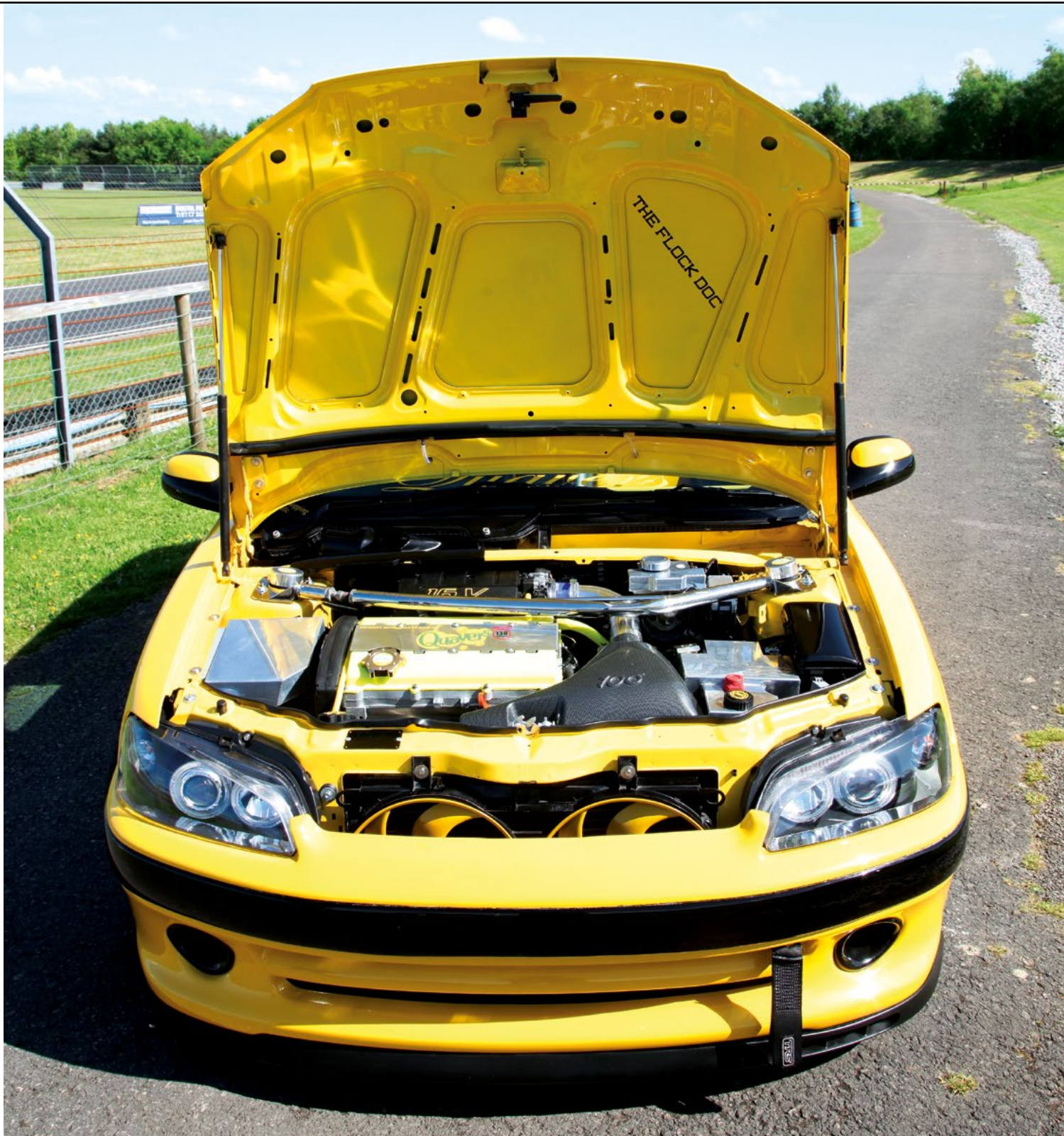
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SUNDANCE STUNNER

This Pug 106 has been transformed from moss covered mess, to Sundance yellow stunner, by two dedicated French cars fans...





There's a lot of talk about barn finds these days. The term refers to once epic cars that were hidden away in garages and barns and left to the ravages of nature. Many simply crumbled away, often becoming home to a family of mice. Some super-rare examples fared quite well and have been put back on the road to fetch huge sums of cash at auction. But it's not just rare exotics that are left to rot.

"We were looking to buy a car for a project and always wanted a Sundance

GTi," says Trev Guise. "I knew a bloke who had one completely standard, but unfortunately it'd been parked for seven years – untouched and unloved."

After inspecting the sorry looking Pug, Trev and wife Louise decided to make it their mission to get it back to full health. Fortunately, underneath all the moss and mouse droppings, the shell was pretty rust free. However the front wings, bonnet and bumper did need replacing. And so the restoration began...

With fresh panels fitted and painted

in the bright yellow hue, the 106 looked much nicer. In fact, it looked so good Trev and Louise thought they'd get stuck in with some modifications.

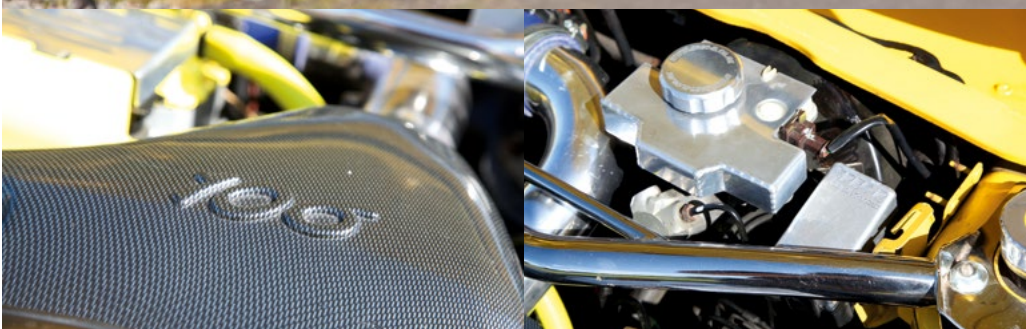
First came a set of Lenso BSX alloys with some suitably stretched tyres, all hooked up to some quality Gaz Gold coilovers. The Pug now sat much lower, handled a lot better, although the rear wheels just didn't sit right. "We had some custom 32.5mm rear spacers machined, which made the wheels sit perfectly with the 165/50x15in tyres," recalls Trev. **>>>**



Nicely polished Pug Sport pipe



**“It’d been parked for 7 years,
untouched and unloved”**



Quavers logo is everywhere



Plenty of tasty snacks

Retrimmed GTi seats



» Next, they turned their attention to the bodywork. It went to a local bodyshop for a blow over and to have the bonnet smoothed. The Saxo mirror caps were also painted and as Trev says, "We were over the moon with the results." Then disaster struck. "We stopped in a local petrol station to re-fuel, when the car was hit in the front," he says with dismay.

Undeterred by the cruel twist of fate, the project powered ahead (once it'd been repaired, of course).

At FCS 2014, the 106 made it into one of the themed paddocks where it also took its first trophy – second place in the Top 25. "This gave us an amazing buzz to build the car even bigger and better," admits Trev. So the fresh front and rear lights were added, together with some work under the bonnet. The exterior also features an Espace front splitter, rally fog light inserts and a debadged front bumper. It all looks very OEM and clean.

Once the outside was sorted, the interior

was tackled. A full set of retrimmed yellow and black GTI seats were sourced (at great expense) and fitted inside the yellow Pug. Then various bits of trim were flocked in – you guessed it – yellow and black. With a deep dish wheel added for good measure the inside is now the perfect complement to the outside. But there's more to this 106 than a tidy outside and smart inside.

The boot is home to an audio build, which includes a DD 15in sub, all powered by a Kenwood headunit and Vibe components. You may have seen it at various shows including the PFC Expo and FCS with several packets of crisps dotted around the build. Before you go thinking some rude sod has tossed their unwanted crisp packet into the car, it's actually a nod to the car's nickname – 'Quaver' on account of its bright yellow theme.

The engine has seen a lot of work, too. The J4 lump features Newman PH3 cams, Raceland 4-2-1 manifold and Peugeot





TECH SPEC

ENGINE

1.6 16v GTI J4 engine, Clio 182 injectors, Newman PH3 cams, Piper vernier pulleys, Pug Sport 2inch mid section, 2inch back box and de-cat, Raceland 4-2-1 manifold, Vibratex lower gearbox mount, Spec r custom top mount covers, Spec r brake fluid bottle cover, polished coilpack cover, polished cam/battery cover, OMP strut brace, auxillarys powder coated

BRAKES

GTI-6 front brakes, GTI-6 master cylinder, braided hoses, drilled & grooved discs (Front & Back)

Mintex sports pads

SUSPENSION

Gaz coilovers with Gaz custom 5.5mm springs (Front), Gaz shocks (Rear), rear axle fully polybushed, polybush ARBs, Vibratex front arm rear mounts (group N).

WHEELS

Lenzo BSX 15inch wheels, re-studded with polished studs, 165/50x15in stretched tyres, custom 32.5mm spacers (Rear), 20mm spacers (Front).

EXTERIOR

Smoothed bumper strip (front), fully debadged bumper (front), rally fog inserts, Espace front splitter, smoothed bonnet, TRS tow strap, Team Heko wind deflectors, MR rear lights, Angel Eye black masked headlights

INTERIOR

Custom flocking in yellow & black, re-leathered seats in yellow & black, re-leathered door cards, deep dish steering wheel

AUDIO

Kenwood headunit, Vibe components, DD 15inch sub, custom boot build.

Thanks

My wife Louise & my daughters Leah, Macie & Heidi, The Floc Doc, Peugeot Enthusiasts Group, Formula 1st Auto Centre, Mark Fisher at Vibe Audio, Chris Compitus, Chris Tyers, Lisa Heale, Josh Hunt, Daniel Goodman.

» Sport exhaust including de-cat. There's also a bunch of polished bits and powder coating to fully refresh the engine bay.

All that was left was to fit some GTI-6 brakes and the Quavers 106 was pretty much there.

It's been a five year labour of love for Trev and Louise, but they've enjoyed every minute of it. They've met some

great people at shows, been able to get some sound advice and their little girls, Leah, Macie and Heidi have also joined in the fun. But there's more to come.

"This year's winter re-build will see the car transformed ready for the 2016 show season," smiles Trev.

We can't wait to see what the results are like ■



The Quavers crew hanging out at FCS

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STEPHEN RIDDLE'S CLIO 172 P



PHOTOGRAPHED BY MATT DEAR

PERFORMANCE
frenchcars

CORNER LIKE A PRO!

We reveal how to get your car set up for maximum fun



Stock suspension is great at absorbing the bumps from our pothole-infested roads. But when it comes to performance, they leave a lot to be desired. Give them some stick and you'll find they're too high and too soft for serious driving – especially on track. But there's plenty you can do to transform your car's handling. ***Here's our handy guide...***

SPRINGS

A simple and cost effective upgrade is to fit sports springs. These are fitted with your OE dampers and are stiffer and shorter, so they lower the ride height. This means less roll when cornering and a lower centre of gravity. If you're not looking to hammer your car or hit the track, then these make a lot of sense. Not bad for around £100.

SHOCK ABSORBERS

Shocks control the up and down movement of the springs, which stops the car bouncing around. Without shocks, the car would simply bounce as soon as the wheel hit a bump, as

there's nothing to control the force. Dampers are needed to manage that force and allow the car to be controlled. There are several types of damper from single tube, twin tube, some with remote reservoirs, available in lots of different specs depending on your budget.

SPRING AND DAMPER KITS

Upgraded spring/damper kits offer a compromise between comfort and performance. They match dampers with springs to give a firmer, more sporty ride. The downside is they only offer a certain reduction in ride height due to the size of them.



Upgraded dampers can transform handling

COILOVERS

Originally designed for motorsport, coilovers are small units designed for maximum wheel clearance. Rather than the spring sitting on top of the shock, it's mounted around it, creating a much more compact package. Aside from a stiffer ride, the platforms they sit on can be adjusted to also allow them to be adjusted easily. This means you can really get things low for that decked look. There are many types of coilover out there, from non-adjustable bargain jobs for around £300, to trick, fully adjustable for bump and rebound units at well over £1000. As with everything, you get what you pay for, and high-end units from the likes of KW, Bilstein offer a good balance between performance and on road comfort.



RIDE HEIGHT

Cars look better the lower they are, right? Well yes, but this often ruins the handling. If you go too low, for example by winding your coilovers right down, you'll have less travel available and create a harsher ride. This will also make the car feel choppy on bumpy roads

– not good for performance. However, it has been proven that the lower a car sits, the better for its lower centre of gravity and aerodynamics. The less air that can get under the car, the better, especially for top end. This is why racecars sit so low to the rack. On a

road car, it's always going to be a compromise between how low you can go without making the car difficult to drive – unless that's not an issue for you. If your only aim is to go as low as possible then 100mm drops can be achieved.

BRAKE BIAS

Lowering a car not only affects the geometry but also the way it behaves under braking. If you significantly lower your car, the proportioning valve may, under certain circumstances, behave differently and apply more force to the rear brakes, resulting in a spin. By replacing this unit with an adjustable brake bias (proportioning) valve, you can fine tune the braking force front to rear for the optimum set up.

TYRE WEAR

As you lower a car you change the geometry that the manufacturers spend millions perfecting. While this often results in a much more sporty handling car, if you don't re-set the geometry you will end up with less than ideal handling and uneven tyre wear. Even a few hundreds miles on a badly set up car can soon ruin a set of tyres.

ADJUSTABLE TOP MOUNTS

These allow you to alter the camber and caster of your wheels to get the perfect set up for your driving style. For example a track car will generally suit negative camber to help it corner better. Many manufacturers offer these as simple bolt on upgrades, which allow you to fine tune the geometry of your car. We used a set of KW units to set up the Clubsport coilovers for the test on the Megane 265 back in our Spring 12 issue.



CAMBER, TOE AND CASTER

To take advantage of a fully adjustable suspension set up, you'll need to set it for the correct camber, caster and toe. Camber is the amount a wheel leans into the car (from above); caster is how far forward the wheels are mounted from their pivot point; and toe is how much the wheels point in or out from the horizontal axis. By making small adjustments to these settings, you can set a car up for any particular way. For example a track car may have more negative camber so that the tyres have maximum contact when the car is leaning into a corner. While a drag car needs zero camber so that the maximum contact patch is available off the line. Toe is adjusted to change the initial turn in to combat oversteer or understeer while caster is mostly related to steering self centering for drifting for example.



Adjustable top mounts allow the geometry to be fine tuned



IN CAR ADJUSTABILITY

High-end coilovers come with in car adjustability. This means you can switch from say a very firm damper setting for track, to a more forgiving setting for the drive home.

NEW TECH

KW offers their DDC ECU electrically adjustable coilover kit with the option of remote W-LAN Module. This allows you to configure your damper setting via downloading the free app for iPhone or iPad. Five personal damper settings can be programmed and you can even share them with friends. So if you found ideal settings for a particular track, you could input them, then let your friends know so they can use them too. Only available on selected cars, but so trick we had to mention it!



Bistein remote adjustable dampers



KW's DDC kit that can be adjusted via an iPhone

ADJUSTABLE ARMS

The angle at which the wheels are in contact with the road is one of the most important factors for good handling. While most cars have some minor adjustability, to really take control and get set up for the optimum you'll need adjustable suspension arms. These are threaded so that their length can be adjusted to suit.



If in doubt get a pro to fit your uprated suspension

GET A PRO TO DO IT

If you're not 100% sure what you're doing, it pays to get a pro to do it for you. From working on rusty seized bolts, to setting the ride height on a set of coilovers, if in doubt take your car to one of the specialists listed in this feature.

RACE SPEC

Beware of anyone that says they have 'race' suspension. Racecars are totally focused on the business of going as fast as possible on track, so they don't have anything in the way of comfort. Solid suspension means all the play in the form of rubber bushes etc has been removed for minimum flex. This may be effective for cornering hard on a smooth track, but on your average UK road, it would be undrivable.

DON'T GO TOO FIRM

Tempting as it may be to fit super firm springs and dampers to your ride, all you'll achieve is making it very hard to drive. Cars which are too firmly damped tend to skip over bumps and feel unsettled making it less stable. An overly stiff car with lots of power, will often be left behind by a well-driven car with softer damper rates.

STRUT BRACES

One of the easiest ways to improve handling is to fit a strut brace. Most cars don't have them as standard and these braces simply bolt on to either strut to prevent them flexing under hard use. They can be fitted front or rear, although you'll usually need to lose the rear seats for rears. They work particularly well on older cars, which are far less ridged than modern stuff with added crash protection etc.

ANTI-ROLL BARS

Anti-roll bars do just that – reduce the amount the car rolls under cornering. Stock items are generally quite weak, so an uprated ARB will beef up the suspension, which in turn will provide that more direct handling. As a handy by-product, bigger ARBs mean that you can soften spring and damper rates, for a more forgiving ride, without affecting your ability to corner hard and flat. A good example of this is the track-focused Megane R26.R, which had softer damper rates than the less hardcore R26.



Uprated ARBs help reduce body roll

POLY BUSHES

Little bits of rubber fitted between components on your car may not sound that exciting, but they can make a huge difference to handling. On older cars especially, the OE bushes will be worn, which results in everything having more play; the last thing you want on a performance car. Up-rated poly items are generally stiffer and harder wearing, so will get rid of any flex or play. This translates to sharper, tighter handling. You can upgrade specific bits, or replace the lot. Just be warned, removing old bushes can be a mission, especially if you throw seized bolts into the mix. You'll also need a proper press to get them into place, so it's best left to a professional if you're not fully equipped and ready to get sweaty!



CAMBER BOLTS

If your car has been lowered to create negative camber and you don't have fully adjustable top mounts (like above), you can still fix it. Camber bolts are a simple addition that allows you to adjust the camber settings. However, they will only allow a certain amount of adjustment and should always be double checked as if they come loose, this could have a serious affect on a car's handling.



Some high-end coilovers feature remote reservoirs



REMOTE RESERVOIR UNITS

Racecars use them so they must be good, right? Well yes and no. There's no getting away from the fact that having extra reservoirs allows more fluid to be used than could fit into a regular shock and it's also good for keeping the fluid cooler. But the pay off in extra cost isn't worth it for most people. Having said that they came as standard on the Clio 182 Trophy, and you'll find them on plenty of supercars.

GET SET UP!

There's no point spending a load of cash of trick suspension, if you don't get it set up properly. Think about it; simply fitting coilovers and lowering a car will change the entire geometry that the manufacturer spent millions developing. So you'll need to get it set up taking the new ride height etc into account.





CORNER WEIGHTING

This is where each wheel is weighed and the coilovers adjusted to take into account the different load on each corner of the car. For example, the front will be different to the rear and the driver's weight can even be taken into consideration. This process also allows you to see where the imbalance is, so you can move things about, such as relocating heavy batteries to the rear of the car.

TYRES

It's all very well having £1500 worth of high end coilovers, ARBs, polybushes and adjustable arms, but if your rubber is poor, you'll never be able to take full advantage of it. You should consider the impact any upgrade has on the related components. For example, if you increase the speed you can attack a corner by improving the suspension, your front tyres will be put under more stress leading to understeer.



Quality tyres will transform handling

DONT CHOP SPRINGS

Back in the day, many people simply chopped a bit off their springs to lower their car. Not only is this a very unrefined way of doing things, it results in a poor

ride and can lead to failure.

PLAN AHEAD

Think carefully about what you want to achieve with the car. Do you want to create something that's more fun to drive fast on the road? If so, very firm, non-adjustable coilovers will be too hardcore. Perhaps you want it solely for spanking around a smooth race circuit? If so the firmer the better when it comes to suspension. Maybe you're all about the styling and simply want to go as low as you can – then air bags could be the way forward.

HYDRAULICS

Want to make you ride bounce ghetto style? Then you'll need some juice! Hydraulics can be

made for simple up and down actions, to fully adjustable kits that operate each wheel individually. Heavy, useless for performance driving, and expensive, hydraulics are only really worth the effort if you're a dedicated show whore!

AIR-RIDE

Although not best suited to dedicated performance cars, there's no getting away from the fact that air-ride can look ace. If you're going for a styled look and aren't worried about going fast there's a range of bag kits out there. They all work by fitting an air tank, usually in the boot. This then fills up a bag which is attached to the struts, lifting them up or down as required, via a remote control.

Corner weighting can transform your car's handling



Contacts

- Atspeed Racing
- AP
- AST
- Burbage Motorsport
- Bilstein
- Eibach
- Gaz
- H&R
- Koni
- K-Tec Racing
- KW
- OMP
- Powerflex
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Blue 172 with orange bay: Aaron Hodge



"A good day out with some decent power figures"



STRIPED AND STYLED RR DAY

A day on the dyno with the SAS crew...

Stripped and Styled are a friendly group of car enthusiasts, so no matter what point of your car career you're at, everyone is welcome. The group was founded in January 2015 with the aim of bringing people together for static shows, track days and other events such as rolling road days, photoshoots and driving meets. Based predominantly in the South West, they attract a variety of cars from track prepped hot hatches, to high performance Jap and German cars, stanced VAGs and much more!

Our first Rolling Road day was held at Tipton Garage near Exeter in Devon; we had the weather on our side and it was a bit of a Clio take over! There was plenty of playful banter between owners regarding how much they were expecting to pull. Matt Ramsden came in top with his car pulling in 194.5bhp - his Titanium 182 which had been cammed and mapped produced 5 more

bhp than he had anticipated. Levi Hamilton walked away with the "Baby bhp" award in his Clio 172 pulling the lowest figure of 152bhp, which was 8 less than he had expected; he said, "I had always thought mine was slower than the others, now I know, I guess I best get it looked at."

Aaron Hodge was grinning from ear to ear with his result on his intriguing Clio 172; he has very little service history of this vehicle so when it pulled 189.8bhp he was definitely pleased with that result! With an estimated increase of 24bhp he walked away with the prize for the "biggest increase from standard" with his figures.

Considering he wasn't going to roll and only turned up to show off his new Corbeau seats, Ollie Gerrish walked away with the "Biggest BHP (naturally aspirated)" prize in his white Clio 200 pulling an impressive 203.5bhp! He is running a ToyoSport decat manifold with a Scorpion non-res catback system and

a Scorpion decat. There's uprated lower, upper, and torque arm engine mounts complemented by Exon red silicone hoses. He stole the win for "Biggest BHP (NA)" from Jasmin in her Clio 197 who pulled 202.4bhp

Tim Cooke was the other winner of the "Biggest BHP (turbo)" prize in a Subaru Impreza; he pulled 281bhp although this was a poor result for him as he was expecting 350+ some investigation is needed here!

Overall there were pretty good results for those who took part in the morning. Once everyone had rolled, they took a spirited drive out towards Exmouth, Devon for some scenic photos and of course a much needed lunch in the sunshine.

Check out the SAS Facebook page for their next meet and future events: www.facebook.com/groups/StrippedandStyled/



The OZ Ultraleggera's sit nicely on Ollie's 200 as do the Rota Grids on Kieran's, two of the same cars but so different



4 winners; left to right; Tim Cooke, Aaron Hodge, Levi Hamilton and Ollie Gerrish.

Blue 172 with orange bay: Aaron Hodge



"A good day out with some decent power figures"



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4 winners; left to right; Tim Cooke, Aaron Hodge, Levi Hamilton and Ollie Gerrish.





RTOC

We catch up with the Renault Turbo Owners Club at Santa Pod

The RTOC got together for a club meet at the Retro Show at Santa Pod last year. So we sent our ace snapper, Matt Dear, over to meet the guys, and also to shoot their cars. A great selection of R5 GT Turbos turned up, as well as the stunning 600+bhp drag car we featured on the cover of last issue. A really friendly and knowledgeable bunch, we spoke to the RTOC to find out more about them...

"The RTOC was established in 1993

and has been going strong ever since. Members of the forum can discuss their shared enthusiasm for and knowledge of their cars with like minded people. There's a huge amount of information about all sorts of Renaults, including contacts, articles and generally everything you could wish to know about them that's been gained over the last 20+ years.

Although the majority of members own Renault 5 GT Turbos, there are plenty of others that are equally





Crisp, white R5 – lovely!



Just a little squirt...



Loving the livery on this stripped out Five





“A great turnout of R5s at Santa Pod”

welcomed, including Renault 9, 11, 21 and 5 Turbos, as well as newer turbos like Clios, Meganes and Twingos. But there's lots of info available for most engines, which is very useful for those doing conversions.

There's a 'wizard' available so you can ask questions and classifieds where a lot of cars and parts can be found. A lot of members have been coming back year after year (some come back after a break of 10-15 years) but people always return at some point because of the

Nice, bright bay



Robbie's
600+ bhp
drag monster



One of the most iconic profiles around - love it!



Morettes have always been popular





friendly banter and advice that can be gained from this amazing forum.

Over the years PFC has featured many cars from the RTOC and have always done a great feature on the cars. We have a National Day where we all try to get together so we can meet friends and new members. Plus we have some local meets and other events set up throughout the year.

Membership for the year is just £15.00, which is great value for money as you get great discounts on events and club shop parts; so effectively, you get the membership fee back in savings.

Come and meet us at www.rtoc.org."



We featured Phil's stunning R5 in 2012



A truly immaculate engine bay



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Words and Photos Davy

FULLY JUICED

This immaculate 207 features some super rare OZ split rims, and a large dose of hydraulics...

We caught up with the owner of this cool Pug, Michael Skullin, at last year's FCS where he was having a fine old time. The Northern Irish lad was hanging out with a good bunch of mates, including the Stance France crew, and Stripped and Styled guys. His Peugeot stood out on a set of stunning OZ rims. The three-piece Futuras are fully polished and

come in at a girthy 9.5x17in at the rear. They didn't fit straight on of course – that would be too easy! Michael had to buy some 4x108 to 5x112 adaptors to get them on the four-stud Pug. He's not likely to see another 207 with the same wheels, though. But it's the way this thing sits that really impresses. The bouncy bits come courtesy of a Rayvern Hydraulics set up. Michael says, "I looked into both air and hydraulics before deciding on hydraulics as there were already a few Belgian 207s on





» air. Although the comfort wasn't the greatest, having the use of hydraulics on country roads was great and car parks were no longer an issue." He continues, "Plus the element of surprise was fantastic – no-one ever expected it to be on hydraulics." The car itself has seen a huge number of wheels fitted over the years – 18 in total. But it's the rarely seen Futuras which everyone agrees suit it best. There's more to this perky Pug than a nice set of rims though... The interior has benefitted from a full retrim with blue Bentley inspired cross stitching and a blue roof lining too. It really does elevate the quality of the cabin. The boot build features a split rim with two JL Audio 10in subs and a Vibe amp. It's a 1.4 HDi engine, but when you do 500 miles a week, low and slow is the way to go! ■



OZ split rims
look fantastic



Rear wheels sit perfectly in the Pug's arches



Neat boot install

TECH SPEC

Engine:
207 1.4 hdi verve

Suspension
Rayvern Hydraulic suspension

Wheels
OZ Futuras 3-piece splits fully polished 17x9 and 17x9.5 with 4x108 to 5x112 adapters

Interior:
Leather retrim with blue Bentley cross stitching and headlining in blue

Audio
2x JL Audio 10in subwoofers & vibe amp, bootbuild with split rim dish

Exterior
Peugeot 207 GTI spoiler

Thanks to:
John Peden, Gerard McGowan, Stance France, Owen Maguire, Conor Kelly, Chris Kane, Arek Car Leather

Fancy a feature?

All you need to do is send us six, good quality, high-resolution (at least 1MB and 300dpi) images of your car. Try and find a clean background clear of reflections and distractions and include several angles, plus any interesting details of the engine or interior. Then tell us a bit about what you've done to the car and email it all to davy@performancefrenchcars.co.uk. If the files are very large, then a file sharing link such as We Transfer, Dropbox or others will be fine.

Your questions answered

Vehicle wrapping has become very popular over recent years. The process of applying vinyl to your car can totally transform it, while also offering some protection from stone chips and the like. So we got together some questions from readers and gave them to our contact at industry leading wrapping experts, 3M. Oh and sorry about the TT – we couldn't find any French car pics!



Wraps seem to have appeared out of nowhere – where do they come from?

The concept of vinyl wrapping may have only been on the modifying scene for a few years but it's been around a lot longer in the commercial market. Developing wraps for 3M came from a need in Germany where they wanted to ensure taxis were easily identifiable without having to specially paint every car. The majority of taxis over there are now wrapped in our Gloss Ivory film. From there we discovered an appetite among vehicle owners for changing colours quickly, without the hassle of getting a paint job.

Is wrapping a professional job?

For a whole car it is recommended. We do make home wrapping kits that are perfect for roofs, bonnets and accent pieces but, it takes a lot of skill and training to manipulate the film around the awkward shapes involved in wrapping a whole car. We'd always recommend one of our pro Authorised Vehicle Wrappers found on our www.wrapyourcurves.co.uk website – we like to make sure that only the best of the best are there.



Are all wraps road legal?

In the UK, the majority of vinyl colours are perfectly legal. Chrome and other highly reflective films are something of a grey area though, that's why we don't currently offer those options.



How do you get to be a pro wrapper?

Anyone – well, anyone with a bit of patience! – can have a go. In reality it takes a lot of hard work and practice. Here at 3M we have our own training program to get professionals to the 3M Autoapproved standard. We generally work with vehicle wrappers who have been in the trade for a couple of years. We assess their skills, premises and business to ensure the quality of their wraps meet our application requirements. From there they can train to become a 3M Authorised Vehicle Wrapper.



Is wrapping similar to window tinting?

In a way yes, it's an adhesive film and a heat gun. The skills involved do vary though, because the application methods are different. Window tinting films generally go on wet glass and the moisture is squeezed out. A wrap goes on dry and is stretched around all the complex shapes on a vehicle. Whether one is harder than the other is something for debate – many tinters don't like wrapping and vice-versa.

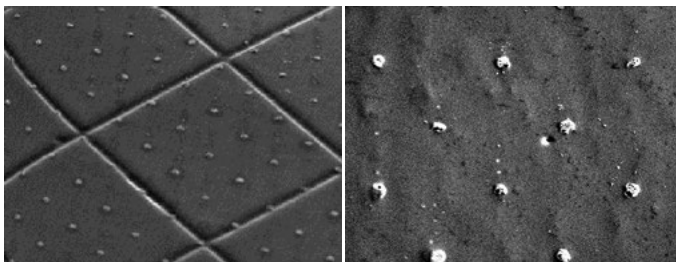
How do I care for my wrap?

Shampoo and warm water – getting the bucket and wash-mitt out regularly. Personally I'd recommend Meguiar's, they have some great products for cleaning our wraps but then again they should do – they are part of 3M and we develop products alongside them.

Does a wrap damage your paint?

It shouldn't, as long as you use the correct vinyl and not the extra-strong stuff used for signs. In fact, many people use vinyl purely for paint protection on bonnets and bumpers. That said, it's important to assess the condition of a vehicle's paintwork before any wrap is applied. If there's been a questionable respray or accident damage where paint hasn't adhered to the vehicle properly it can come away when the film is removed. It's rare though, after all you wouldn't go wrapping a supercar if it was going to pull off the paint right? And we've all seen plenty of those.

WRAPPING Q&A



Will technology ever make wrapping easier?

Most certainly. Vinyl films have come along way over the past few years and that has already has made wrapping easier and the quality of finish better. Here at 3M we're always looking to innovate and we've developed a number of unique technologies to assist application. Our 'Controltac' adhesive technology, for example, allows wrappers to float the film over the surface until they are happy with its placement. It's applying pressure that activates the adhesive and bonds the film to the car. We also have 'Comply' technology which are microscopic channels that eliminate air bubbles, you simply push them out. It's always important to use the best film you can for any wrapping and, although we don't like to brag, we haven't found a better one yet.



Can I have a logo or sign on my car?

Yes, you can have anything you like, as long as it's legal and non-offensive of course. Many wrappers can apply the printable vinyl we offer which will take any image logo or design you want; something eye catching for a show, or road rally for example.



What happens if my wrap is damaged?

If it's a light scrape or a scuff, sometimes it can be patched so it won't be noticed but, most of the time, you can simply re-wrap the panel after repairing any damage underneath. That's the advantage of a wrap, it's not only quick but there's no expensive colour-matching like with paint because the films are always the same. Gloss black is always gloss black and so on.



Do I have to notify the DVLA about wrapping my car?

Up until recently no, because it isn't classed as a permanent colour change. Now we've been advised that, if you're wrapping the whole car a different colour, the DVLA has to be told and your V5 document amended. Apparently this is for identification for law enforcement, revenue collection and road safety. On the bright side, it's a good idea if your car is ever stolen and may get you out of a sticky situation with your insurance company in the event of a claim. Best to declare it with both parties, just to be safe.

How long does a wrap last?

We always say up to five years. That doesn't mean they'll all fall off after that time but, you may get a bit of fading on certain colours depending on the manufacturer of the film. We've seen some wraps last a lot longer than that though; the best thing is to maintain them like you would with a good paint job. Keep them clean and tidy.

Will wrapping affect the resale value of my car?

Possibly and most likely for the better. Protecting your car's paintwork can battle depreciation for a start. Many car dealers actually wrap cars in more popular colours to shift them too – you didn't think all those white Range Rovers were painted did you?

3M Top Tip



Can I wrap other stuff other than vehicles?

You can wrap anything you want within reason. We've seen everything from tool boxes and kitchen cabinets to front doors and office desks have our films applied.

If it's clean, dry and the film will stick to it – generally speaking it can be wrapped.

www.wrapyourcurves.co.uk

READERS' CARS

Tom Parker, Clio 172

Tom's Clio 172 features some tasty upgrades including carbon bonnet with Aero catches, Speedline alloys with Toyo Proxes rubber, plus Brembo pads and discs. A K-tec full exhaust frees up some power, all aided by a 182 inlet and 4-2-1 manifold. With a stripped interior to save weight, this 172 can punch well above its weight.



Joe Meekings, Clio 182

Inferno orange is one of our favourite Renault colours. This stunning example has an Engine Dynamics low boost turbo conversion running 233.3bhp and 234.9ft/lb torque. That makes for a very lively car, helped by the Gaz coilovers with camber correction shims and Whiteline ARBs. It's a quick and capable little Clio.



Kevin Vandeput, Megane 175

Renault's Megane 175 dci is a cracking car with bags of torque from the diesel lump, and well sorted chassis. Kevin has upgraded his with a DPF delete, plus larger turbo. Aside from making it faster, he's also made it stand out from the crowd with a very lively camo wrap. Throw in some 19in Ford Mondeo ST rims and you've got a totally one-off Megane.



James Herring, Peugeot 106 GTi

This black GTi is a serious bit of kit. It features a forged engine and runs a Rotrex C30-74 supercharger which makes a solid 250bhp, with more to come. There's a Pace intercooler, Omex 600 ECU, ceramic coated 4-1 manifold and plenty of other goodies. A Quaife diff, AP racing brakes plus Bilstein B8 suspension keep the chassis in check. It looks fairly stock, which means it's a proper sleeper. Love it!



Want to get your car into PFC? It's easy! Just go to our website:

WWW.PERFORMANCEFRENCHCARS.CO.UK

and fill out the form with some basic details about your motor and upload three high-resolution (at least 1MB) good quality pics. We'll do the rest!

Robin Provins, **Pug 205**

This Autograss Class 6 Pug 205 is quite extreme, but then it's built to be flung around off-road in races. It features an alloy block Mi16 engine on 45 Dellortos, with Longman inlet and 4 into 1 race manifold. Power is around 165bhp measured at wheels, but this thing is so light, that makes for very rapid performance. A clutch plate type LSD helps get the power down. Looks like a whole lot of fun, too.



Mark Doughty, **Clio 197**

Mark's Clio 197 is set up for competition with a turbocharged and forged race engine. There's a twin scroll hybrid, high pressure fuel pump and all manner of upgrades to make this thing rapid on track. There's Group N spec front end running gear, plus all the motorsport goodies you'd expect such as cage, buckets – the perfect track car.



Jamie Rixson, **205 GTi**

An immaculate Pug 205 1.9 GTi that's had a full respray in Cherry red. Inside it's been stripped with colour coded roll cage. The stock 1.9 engine was overhauled by LAD with a racing head, fast road cams and full Magnex exhaust. There's a big brake kit, Cobra Monaco seats and much more, giving this classic Pug a very contemporary feel.



Robert Davidson, **Saxo VTR**

Rob's stunning Saxo sits nice and low thanks to Rayvern Hydro suspension. The 7.5j/8.5j x 14in Schmidt TH Lines with -20mm hub centric spacers and 195/40/14 stretched tyres look spot on too. There's also a Piper exhaust system, Ashley 4-1 manifold and Green Cotton air filter. The bumpers are smoothed and the interior has been retrimmed and flocked. With an audio build in the boot, it's a cracking all rounder.





Words & Photos: Stephen Cunningham

PFC club focus

RENAULTSPORTCLUB.CO.UK

We find out more about a relatively new club that's already got a big following...

Renaultsport.co.uk was established by two Renaultsport fans, Stephen Cunningham and Nigel Jones back in April 2014. The aim was simple: to provide other Renault enthusiasts with a friendly place to share, discover and discuss all things Renault.

The club supports the Renaultsport brand, with members owning or being fans of the RS range.

The club initially formed a facebook group, shortly followed by the launch of the forum - www.renaultsportclub.co.uk. The site is open to everyone and is free to join, although being a paid member means you can benefit fully from what the forum has to offer.

Since starting the site, it has become a great place to find out the latest news from Renault, to ask questions, discuss topics, post pictures and share the latest upgrades made to your car. Paid membership also gives you access to the traders section where you'll find

some fantastic deals and discounts.

Renaultsport Club isn't just an online community, however. We try and attend a variety of shows and arrange meets throughout the year. These vary, from going to some of the largest events such as FCS, the World Series by Renault and the PFC Expo, to simply meeting up for a bite to eat and a catch up. Some of our members also arrange monthly meets in their local areas.

2015 was busy year for the club with the introduction of the clothing range and the online shop, accessible through the forum, plus our twitter account going live - @renaultsportclub. The club also won the Adrian Flux Best Club Stand award at FCS 2015 and is working hard on plans for this year's show.

2016 is already looking like another busy year for the club and we always welcome new members. So why not take a look at the forum, say hello in the welcome section and see what a friendly bunch we are.





Get involved

If you run a club and would like to be considered for a Club Focus in PFC, please email your details to davy@performancefrenchcars.co.uk

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THEMED PADDOCKS



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CLUB SOCIAL GATHERING

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TRADE VILLAGE

Many big names are joining us this year including our sponsors of course as well as Bilstein, Scorpion, Pug1Off, Forge, Milltek Sport, Tech Performance, Ramair and more...

TRACK / CIRCUIT

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FREE PERFORMANCE FRENCH CARS CATWALK

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ROLLING ROAD

Once again you will be able to confirm your power on mobile dyno operating Show and Club Chill Day. Entertainment / attractions subject to change without notice.

THEMED PADDOCKS

The French scene has proper motoring heritage with many iconic and modern legends to be proud of and celebrated. We have 5 themed paddocks displaying what we believe is the very best of all applications.

COMPETITIONS

We have loads of giveaways this year so listen out for our MC and some light hearted comps. Tyres, Air Filters, Brakes & More.

PSA DISPLAY

Join Citroen and Peugeot UK show casing their latest offerings from DS3 to new Peugeot 208 GTi and if we are lucky the new T16!

FREE ATTRACTIONS

Look out for the F1 simulators with prizes. Freebies and give aways and free track rides with Clio Cup racers.

RENAULT SPORT PADDOCK & DISPLAY

We have teamed up with Renaultsport UK to bring you a selection from their Historic collection to the latest RS200 Turbo.

PERFORMANCE FRENCH CARS MAGAZINE STAND

Yes the mag is back with cool feature car stand and freebies.

CLUB CHILL DAY SUNDAY

Yes from 1000 on Sunday we are open for club chill day. Parade laps, Performance French Cars Magazine stage and catwalk open, few specialist traders offering advice and a relaxing finish to the weekend.

CAMPING / FESTIVAL

Optional make it a weekend arriving from 6pm Friday till 3pm Sunday. Relax, take the rush out the event and enjoy.

FREE PARADE LAPS

In a club? Why not book in a parade lap(s) on Sunday. Great chance for photographs and to experience a track if you are not into track driving. No helmets required!



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TUNER & ROLLING ROAD DIRECTORY

Our directory has been put together to assist you in locating a specialist tuner and/or rolling road. Please note many of the companies listed offer varying degrees of specialism from generic tuning to custom remaps and full rebuilds. You should contact them to discuss your individual requirements.

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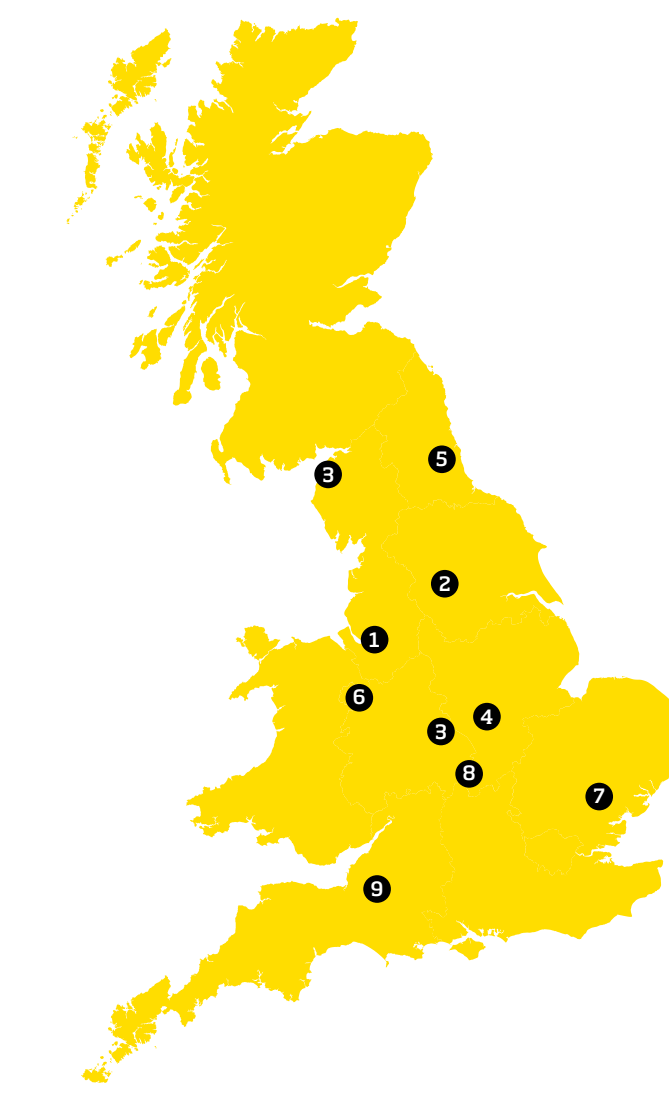


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For more information log onto www.rtoc.org



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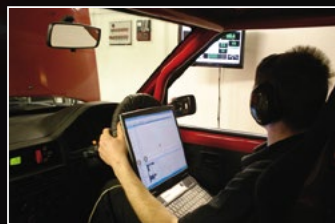
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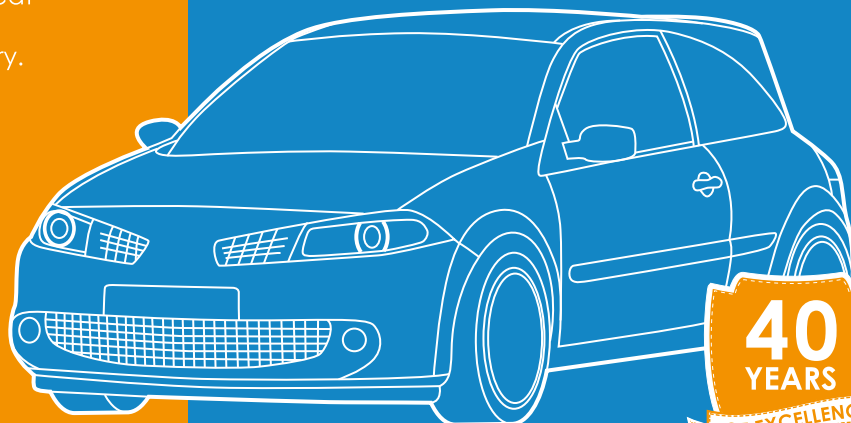
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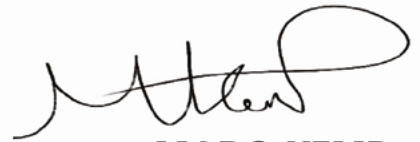
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